

COMMONWEALTH DEPARTMENT OF TRANSPORT AND
REGIONAL SERVICES

Our Reference: T98/0969

Your Reference:

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Productivity Commission Issues Paper:
**Implementation Of Ecologically Sustainable Development By Commonwealth
Departments/Agencies**

Dear Dr Byron

Thank you for the opportunity to respond to the above.

Attached is the Department's response to the issues paper. This is being provided to the Commission by email as well as in hard copy.

Last month the Department responded to the Productivity Commission's questionnaire relating to this Inquiry. In line with the Commission's advice to agencies that have participated in both processes, this submission should be read in conjunction with the Department's response to the questionnaire.

If you have any queries regarding this matter please contact Des Harris by phone on (02) 6274 6019 or email DHarris@email.dot.gov.au.

Your sincerely

Peter Harris
Executive Coordinator
4 December 1998

COMMONWEALTH DEPARTMENT OF TRANSPORT AND REGIONAL
SERVICES

Response to the Productivity Commission's Issues Paper:

Implementation of Ecologically Sustainable Development by Commonwealth
Departments and Agencies

December 1998

INTRODUCTION

The Department of Transport and Regional Services (DoTRS) has previously responded to the questionnaire sent out by the Commission as part of the Inquiry (see letter dated 28 October 1998). In line with the Commission's advice to agencies that have provided a response to both the questionnaire and the issues paper, this submission should be read in conjunction with the Department's questionnaire response.

Below is some general information on DoTRS' approach to Ecologically Sustainable Development (ESD) and the reasoning behind the approach.

In addition, the attachments provide specific information from areas of the Department with a particular ESD focus.

Attachment:

A - Airports Environment

B - Federal Office of Road Safety (FORS)

C - Regional Development, Territories and Local Government

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GENERAL OVERVIEW

TRANSPORT PLANNING, DEVELOPMENT AND OPERATION IN AUSTRALIA

This Section will outline how transport is currently planned, developed and operated in Australia.

In Australia, transport development, planning and operation are influenced by each sphere of Government and industry. The bulk of transport planning and development powers are held by State Governments, while Local Government also has a strong role in provision and regulation of local transport facilities. The Commonwealth has prime responsibility for aviation, obligations under international treaties and development of standards. The Commonwealth also exerts influence through funding programs. The private sector is making an increasing contribution to transport development, operation and funding.

Commonwealth Roles

The stated role of the portfolio is to lead the way in facilitating development of Australia's regions and transport system, and to promote economic development by enhancing Australia's infrastructure performance. The Commonwealth is responsible for national policies and practices. It is also responsible for technical regulations that promote the safety, environmental protection and efficiency of transport infrastructure

provision and use, transport operations and services, and which promote necessary industry restructuring.

The Commonwealth Government's roles in relation to transport include:

- Responsibility for aviation and airport issues including safety and environmental regulation, planning and provision of air traffic services, and negotiation and regulation of air services within an international context;
- Responsibility for maritime transport issues including administration of Australia's coastal trading system, safety and environment regulation of trading vessels on international and interstate voyages, and provision of maritime navigation and communications infrastructure, and coordination of search and rescue;
- Regulation and harmonisation of vehicle safety, emissions and noise prior to entry into service, and administration of the Federal Interstate Registration Scheme;
- Implementation of fiscal policy such as fuel taxation and rebate schemes, fringe benefits tax, and the infrastructure borrowing taxation rebate scheme;
- Promotion of national approaches through seed funding and facilitation of sea and air freight councils;
- Research into transport trends and innovation; and

- Oversight and ownership of ANL Ltd, and the Sydney Airport Corporation.

The Commonwealth has influence over transport matters and therefore some land use decisions through funding, ownership and partnership mechanisms including:

- Funding of road projects with about \$800 million per annum under the National Highways Scheme (NHS) and Roads of National Importance (RONI), as well as the Black Spots program of \$40 million per annum;
- Funding of local roads through Local Government Funding Assistance Grants, with about \$377 million in 1998-99 paid as untied local roads funding, plus a component of the untied general purpose payments of about \$850 million in 1998-99 is also likely to be spent on roads;
- Funding of rail projects of \$250 million over four years;
- Provision of interstate rail track access through ownership of the Australian Rail Track Corporation (ARTC);
- Promotion of national approaches through representation on national bodies (eg Standing Committee on Transport, Austroads, the National Bicycle Council), and processes such as road transport reform; and
- Provision of subsidies for maritime freight (Tasmanian Freight Equalisation Scheme) and passengers (Bass Strait Passenger Vehicle Equalisation Scheme).

State/Territory Roles

State/Territory Governments have most of the responsibility for transport and land use planning in Australia. State powers include:

- Regulation and planning of land transport and metropolitan / land use planning;
- State funding for transport including roads, bridges, road based public transport, rail transport and bikeways;
- Regulation and significant provision of public transport infrastructure and services;
- Environmental planning and regulation eg State Environmental Planning Policies (SEPPs) and Regional Environmental Policies (REPs);
- Coordination and interaction between environmental and planning initiatives eg Air Quality Plans with strong emphasis on transport and planning measures;
- Regulation of ports through port statutory authorities;

- Regulation of intrastate shipping;

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- Implementation of transport infrastructure standards such as those developed by Austroads; and
- Provision and regulation of other infrastructure such as some pipelines.

Local Government Roles

Local Government has extensive transport powers including:

- Transport funding of about \$2 500 million pa for design, construction and maintenance of local roads, jetties, ferries, bridges, footpaths and bikeways;
- Provision and regulation of local traffic management;
- Regulation and administration of parking stations and street parking;
- Landuse zoning and development planning and approval;
- Implementation of and compliance with State plans/priorities and landuse design guidelines such as Amcord;
- Provision of some public transport services (particularly in Queensland) and some community transport services eg elderly care transport and meals-on-wheels;
- Provision and maintenance of other infrastructure such as water pipelines; and
- Ownership and administration of other functions including local aerodromes.

Private Sector Involvement

With increasing private sector involvement in transport provision and operation, private sector players have an increasing influence over transport infrastructure and services. Private sector players include land developers, transport providers (builders) and operators, and transport funders.

- Land developers have a role in transport through:
- Contribution to transport (mostly road) access associated with developments; and

- Influence of development on land use and settlement patterns, and thus transport solutions to accommodate these patterns eg a regional industry may attract residential development and accompanying transport services to the surrounding area.

Transport infrastructure and service builders and operators influence transport through:

- Provision of components of the transport network such as bus routes, roadway and rail corridors, stevedoring, some ports and terminal facilities and privately provided pipelines;

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- Imposition of conditions (through transport provision negotiations) with respect to transport modal split and network operation eg road closures; and
- Interaction with and influence on intermodal transport features such as integrated ticketing.
- The motor vehicle industry, oil companies, and vessel manufacturers provide resources for research and development into transport:
- The motor vehicle industry allocates resources to meet, and anticipate, ever-tightening vehicle emission requirements.
- Vessel manufacturers provide resources for design and construction techniques addressing environmental and safety issues.
- Some companies, BHP in particular, have made a public commitment to provide international standard transport fuels so that their products meet the expectations of the Government in terms of environmental standards.

Transport funders influence transport through:

- Provision of funds for transport developments and operation;
- Determination of assessment criteria (eg social, economic) for private transport development and services; and
- Establishment of time horizons for return on transport investments.

RATIONALE FOR GREATER DoTRS INVOLVEMENT IN ESD ISSUES

Background

Data provided by reports such as *Australian Transport and the Environment* (1997), compiled by the Australian Bureau of Statistics, suggest that there is a need for an integrated approach to address emerging transport and land use issues and problems. These are consequences of long term trends in energy use, transport usage patterns and environmental impacts. Transport has both visible and hidden impacts (eg loss of biodiversity, costs of congestion).

In 1995-6 transport was the largest energy end use industry, consuming 26% of energy. Energy consumption of road and air modes increased markedly from 1973-74 to 1995-96. The total number of public transport trips per capita declined significantly from 1961 to 1991. The total number of urban passenger-kilometres travelled increased by 72% between 1974 and 1993 mostly due to an 80% increase in car use. The domestic freight task has shifted towards road from other transport modes. International freight is dominated by sea transport. By volume, 95% of our trade is carried in foreign ships.

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Economic, Environment, Health And Safety

Transport services are goods which are estimated to contribute about 6% to Australia's GDP. As traffic levels have grown, however, concern about environmental impacts has focused increasingly on the transport sector. Congestion on arterial roads has spilled over into previously quiet suburban streets, high air pollution in major cities is no longer just an occasional occurrence, households under aircraft flight paths can suffer severe loss of amenity, and country towns can be virtually cut in half by heavy through traffic along the main street. There are also potentially significant environmental impacts from oil spills or the introduction of exotic species through ships' ballast water. Despite the benefits that modern transport systems afford to individuals, it has come to be increasingly recognised that they also can impose undesirable effects on the wider community, including the individuals using transport services. These undesirable effects imposed by an individual onto others are referred to as (negative) externalities.

In 1993 the BTCE conservatively estimated that costs attributable to transport accidents totalled almost \$6.6 billion (using the human capital approach). Road transport generated the majority of accident costs - \$6.1 billion. The major costs are damage to vehicles (\$1.87 billion), pain and suffering (\$1.46 billion) and loss of earnings (\$829 million). In 1995 the BTCE estimated that the total cost of congestion in Australian cities was \$5.164 billion. More than half this cost was generated in Sydney and Melbourne.

Transport was responsible for 14.4% of Australia's net greenhouse gas emissions and 24% of emissions produced through activities involving the use of energy in 1995 (*National Greenhouse Gas Inventory 1995*). Cars were responsible for 57% of these emissions.

National Greenhouse Gas Inventory data indicates that, from 1990 to 1995, national transport emissions grew by 11.7% which is the fastest growth of any sector. Work by the Bureau of Transport and Communications Economics projects that, in the absence of further measures to limit greenhouse emissions, domestic transport emissions will increase by 42%, on 1994 levels, by the year 2015. This increase includes a doubling of emissions from road freight and domestic aviation, trebling of international aviation emissions (from a small base) and stable emissions from shipping.

There are significant health effects associated with a decline in the condition of the environment, particularly from a decline in ambient air quality. A decline in health and safety has costs both for business, for example through days lost due to illness, and for the wider community. Programs need to address both acute safety and preventative measures.

In 1991 the NRMA estimated that more than 1.5 million Sydney residents were exposed to outdoor traffic noise levels defined by the OECD as undesirable (between 55 and 65 dB(A)), where sleep and amenity are affected. There has also been a general and significant decline in the level of physical fitness in developed countries in recent decades due to a significant decline in physical activity. This is widely attributed to a decline in incidental activity that is strongly correlated with increased use of private motor vehicles.

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Physical inactivity is now the major risk factor for heart disease, stroke, obesity, breast and bowel cancer. Costs associated with obesity are estimated at \$840 million per annum in 1992-93 dollars. A further \$500 million is spent by consumers on weight control programs each year (*National Health and Medical Research Council, 1997*).

International Commitments

Australia is operating as part of the global economy. Australia is a party to a number of international agreements. Major international influences include:

- the Kyoto protocol to the United Nations Framework on Climate Change and Greenhouse Gas Emissions;
- United Nations Convention of the Law of the Sea, which provides Australia with sovereign rights and obligations to exploit, conserve and manage the resources within our Exclusive Economic Zone. The protection and ecologically sustainable management of the ocean is a fundamental responsibility;
- Agenda 21 and the United Nations Commission on Sustainable Development (UNCSD);

- use of International Civil Aviation Organisation and International Maritime Organization (IMO) standards and operations as part of an international network; and
- Australia's place as an international trading partner and the need for an efficient and effective transport system to assist with our international competitiveness.

The Kyoto protocol commits Australia to reducing aggregate anthropogenic greenhouse gas emissions to 108% of 1990 levels in the period 2008 to 2012. Achievement of the Kyoto Protocol in Australia is being pursued through the National Greenhouse Strategy (NGS) which was released on 26 November 1998. The NGS has a specific module dealing with transport and land use planning.

Agenda 21 was adopted by the United Nations at the 1992 Earth Summit in Rio de Janeiro. It is a comprehensive program of actions for moving toward sustainable development, including national strategies, plans and policies, integrated decision making at all levels, and community involvement. As a signatory to Agenda 21, Australia is committed to implementing sustainable development in all sectors including transport. Australia reports on ongoing implementation of Agenda 21 key issues to the UNCSO.

The IMO has developed a range of measures to improve ship safety and prevent marine pollution. Australia is party to most international conventions concerning ship safety and pollution prevention/control and has been active in proposing new measures both regionally and globally.

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International Developments in Transport Policies

In the USA a national approach to transport and sustainable development was first embodied in the Intermodal Surface Transportation Efficiency Act 1991 (ISTEA). ISTEA was implemented through mode-neutral conditional transport funding. The funding was dependent on implementation of Statewide and metropolitan planning processes which provided long range plans for integrating transport, environmental and community concerns, and which identified specific programs and funding sources. These plans and programs were developed in a cooperative manner with a strong local involvement and an emphasis on better accountability.

Following its expiration on 30 September 1997, the ISTEA legislation has been replaced with the Transportation Equity Act of 1998 (TEA-21). This legislation acknowledges the substantial progress made by ISTEA by retaining its basic spirit and structure. Additionally, TEA-21 includes a number of reforms in safety provisions, jobs access and advanced technologies such as Intelligent Transport Systems (ITS).

In the UK, national work on transport and sustainable development has resulted in the merging of the former Departments of Transport, the Environment and the Regions, and the release of an Integrated Transport White Paper. The White Paper provides a strategic framework with short and long-term actions focusing on integration, intermodality and sustainability in the transport sector. It also considers a range of measures including regulation / planning / institutional arrangements, public expenditure / fiscal measures, and voluntary measures.

Commonwealth Developments

There are a number of national pressures that compel recognition of the need for an approach to transport in the context of sustainable development. The first of these is overarching commitment by the Commonwealth to implement ESD in all sectors as outlined in Australia's *National Strategy for Ecologically Sustainable Development* (1992). Transport components of this Strategy are reinforced in the *National Greenhouse Strategy* (1998) which contains substantial actions relating to efficient transport and sustainable urban planning.

The House of Representatives Standing Committee on Communications, Transport and Microeconomic Reforms report *Planning not Patching: an Inquiry into Federal Road Funding* (1997) included a recommendation on the development of an integrated strategic plan for the national transport network.

Regional And Local Issues

At the regional and local level, another consideration is the characteristics of Australia as a very large land mass. While most settlement on the continent is in urban areas concentrated on the East Coast, it is crucial to have good transport links with regional areas given their economic and social importance. This is an area of increasing importance to DoTRS given the Government's stated aims in relation to improving regional services.

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DoTRS RESPONSE

The Department is taking a more active stance on ESD issues in order that it can more adequately address the need for balance between economic, environmental and social issues. In the past the Department has consistently addressed economic issues, however, it is now providing greater attention to the other ESD factors, particularly the environment.

ESD principles have generally been accounted for in a systematic manner for initiatives which are expected to have a significant impact on the environment eg regulation of airport leasing. Additionally, Commonwealth environment legislation is used as a guide for major initiatives.

In 1997 the Department formulated a Corporate Plan outlining four critical success factors: promoting integration of transport and regional development, promoting safe transport solutions, providing a framework for competition between and within transport modes, and promoting accessibility, sustainability and environmental responsibility.

This work signified greater awareness of the need to integrate economic, efficiency, safety and environmental factors and a more integrated approach to the Department's functions.

Further work has been done in this vein and DoTRS uses the mnemonic EXCELS as a general guide to its activities. EXCELS stands for:

Efficient and effective transport policy, governance and services to communities X
(Cross) modal transport focus Competitive transport modes and regions
Environmentally sustainable approach Linkages that strengthen Australia and our
relations with other nations Safe transport and communities

In 1998, the Department established a Trade and Cross-modal Policy Branch to take further the issues that cross the conventional transport modal boundaries. Within the Branch, a Sustainable Transport and Environmental Coordination Team (STEC) has been established to deal specifically with sustainable development.

The Department is developing a policy so that the transport system will be more responsive to environmental issues. This is recognition of the role of transport in ecologically sustainable development for Australia.

The policy is expected to encompass the following tenets:

- the Commonwealth would have a national leadership and catalyst role;
- the policy would need to be national, in the same way as the National Greenhouse Strategy is a national approach;

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- following on from the previous point, there would need to be a partnership between the Commonwealth, States/Territories, Local Government, the industry and community groups;
- there will be a need for a range of measures, as one measure alone will not provide a solution;
- different jurisdictions will have responsibility for undertaking different actions in line with their respective responsibilities; and

- there will be a need for improved economic rigour in the assessment of transport development and operations to more fully take account of externalities.

The Department of Transport and Regional Services is currently giving consideration to the scope for developing a Commonwealth Strategic Transport Directions document which would outline the Commonwealth's preferred approach to transport to 2010.

The development of the Directions document would respond to the House of Representative Committee reports:

- *Planning not Patching: An Inquiry into Federal Road Funding* (October 1997); and
- *Tracking Australia: An Inquiry into the Role of Rail in the National Transport Network* (July 1998).

Both of the Reports recommended the Commonwealth develop a national strategic transport plan.

In relation to increasing the focus on outcomes and outputs, there is a clear opportunity to use the Government's output-based management framework to provide an integrated approach to improving the focus on ESD (through planning, monitoring and evaluation), rather than conducting *ad hoc* assessments from time to time. DoTRS is developing its own standard performance indicators to provide an umbrella to specific indicators for relevant outputs, including adopting the reportable performance indicators required by other agencies, such as the business regulation indicators of the Department of Employment, Workplace Relations and Small Business. The same approach should be used for whole of Government ESD performance indicators.

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Attachment A

Response to the Productivity Commission Issues Paper: Airports Environment

3.1 Intergovernmental coordination on the environment

The Department of Transport and Regional Services is responsible for the administration of the *Airports Act 1996* and Airports (Environment Protection) Regulations. While there is some expertise in relation to environmental matters within the Department, for specific environmental information the Department regularly consults Environment Australia and the Australian Heritage Commission.

In relation to between levels of Government, the *Airports Act 1996* and Airports (Environment Protection) Regulations require the airport lessee company in preparing

their Airport Environment Strategy to consult with relevant State bodies in relation to the conservation of biota, habitat, heritage or kindred matters.

One of the objects of the Airports (Environment Protection) Regulations is to incorporate the National Environment Protection Measures made by the National Environment Protection Council. As this process will ultimately standardise the approach to environmental management across all levels of Government, the differences in approach between jurisdictions should eventually be reduced.

3.2 Commonwealth environment administration

As discussed in the questionnaire, the airports legislation administered by the Department is concerned with the promotion of ESD.

4.1 Mechanisms for incorporating ESD principles into government decision making

In relation to a duty of care, the Part 4 of the Airports (Environment Protection Regulations) already incorporates a general duty of care on an operator of an undertaking at an airport to avoid pollution, to utilise pollution control equipment, to preserve endangered or rare flora and fauna and to give notice of a cultural or natural discovery of previously unrecognised significance.

4.2 Mechanisms for monitoring, evaluating and reporting ESD outcomes

Each airport lessee company under the Airports (Environment Protection) Regulations is required to produce an annual report detailing their environmental performance over the previous year. Through this report, the number of environmental incidents that occurred over previous years could be used as an indicator of effectiveness of the Airports (Environment Protection) Regulations in achieving continuous environmental performance.

Monitoring of daily performance of the airport lessee company and tenants occurs through the Airport Environment Officer. The Airport Environment Officer has various powers under the *Airports Act 1996* and the Airports (Environment Protection) Regulations with which to enforce monitoring provisions.

Additionally as part of the Airport Environment Strategy, each airport lessee company is required to set out how they intend to monitor the environmental impacts associated with the airports operations.

Attachment B

**Response to Productivity Commission Issues Paper:
Federal Office of Road Safety**

4. Incorporating ESD Principles into Government Decision Making

Vehicle Emissions / Environment Policies in the Federal Office of Road Safety (FORS)

The FORS Mission Statement has as one of its objectives to "minimise the harmful social and environmental impact of vehicles". This objective is consistent with one of the ESD core objectives viz "to. . .maintain essential ecological processes and life-support systems".

The principal means used by FORS to address this objective is to establish and implement standards which require vehicle manufacturers to supply vehicles to the market which meet limits on noxious emissions, with the key objective being to improve urban air quality (for the benefit of human health). Similarly, noise limits are also imposed on vehicles to improve urban amenity. The principal mechanism for addressing this objective is the introduction of Australian Design Rules (ADRs) as vehicle standards under the *Motor Vehicle Standards Act 1989* (which is administered by FORS).

The process for developing these ADRs for emissions and noise involves consultation between transport and environment agencies at a Commonwealth and State level. This process is directed by the national Motor Vehicle Environment Committee (MVEC), which was established by a Memorandum of Understanding between the National Road Transport Commission and the National Environment Protection Council. The Federal Office of Road Safety has responsibility for administering the ADRs and is a member of MVEC. There are formal processes for developing and approving all new/revised emissions/noise ADRs, which involve both transport and environment Ministers. FORS also has good informal working relationships with the relevant areas of Environment Australia, the Australian Greenhouse Office and the Department of Industry, Science and Resources.

Regulatory Impact Statements (RIS) are prepared for all new/revised ADRs for vehicle emissions and noise. Environmental outcomes (air quality, noise) are specifically addressed in such RISs. Stakeholders are always consulted in the RIS process for each new/revised ADR. This occurs through a public consultation period but working groups involving key stakeholders are often established to develop the proposals for public comment.

While there is no specific reference to ESD principles in FORS documentation, the precautionary principle is often quoted in the RISs, as there is always scientific uncertainty associated with information on air quality projections, and the health implications of air pollution.

There are no formal mechanisms for assessing the effectiveness of the ADRs in promoting ESD principles. However, the national ambient air quality goals established

by the National Environment Protection Council are essentially the benchmarks for the performance of emission ADRs.

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It is generally accepted that the emission ADRs have played a major role in delivering the improvements in urban air quality over the past 10 years.

While there is no formal linkage between the goals and the ADRs, the recorded frequency and severity of breaches of the goals (and projections) are used as the guide to whether emission standards are likely to need tightening, given the major role vehicles play in urban air pollution. The Strategic Plan being developed for MVEC also points to the need to monitor, evaluate and review programs and standards to further improve environmental performance of motor vehicles.

Summary

FORS' activities in the vehicle emissions and noise field are consistent with ESD principles, even though there is no formal recognition of these principles in FORS planning documentation.

Attachment C

Response To The Productivity Commission Issues Paper: Regional Development, Territories and Local Government

Local Government

Commonwealth involvement in environmental matters:

3.1 Intergovernmental coordination on the environment

As noted in this area, 'many day to day government decisions affecting the environment are made by Local Government'.

The National Office of Local Government (NOLG), part of the Department of Transport and Regional Services, incorporates a number of ESD issues within its dealings with Local Government.

In the main this occurs by way of pursuing environmental issues as one of the priorities to be dealt with under the Local Government Development Program (LGDP).

Ministerial Councils and advisory bodies

Including Local Government in these advisory bodies.

As noted above, because of the involvement of Local Government (LG) in day to day decisions on the environment, it is essential that LG is included in policy development from the outset. In the past coordination with LG has been inadequate resulting in poor decisions being made at the implementation level which usually means at the LG level.

To enhance coordination Commonwealth agencies must reflect within their policy development frameworks the necessity to consult with and include LG.

3.2 Commonwealth environment administration

Although it may be reasonably clear as to which Commonwealth departments are responsible for the various major ESD programs, the lesser components are not as well understood. Further, at the LG level, because of the diversity of issues and the number of responsible agencies, the result is that LG must deal with a number of disparate groups. That is to say, there are over 700 individual LGs each with their own specific responsibilities in relation to the implementation of various agency policies or in responding to requests for information from those agencies. This can place significant strain on particular LG resources.

There is a need to streamline the relationship with LG. It is not enough to merely say that LG is incorporated under State/Territory legislation and as such the dealing with LG is a State/Territory matter.

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With regard to agency priorities affecting ESD decisions, NOLG has as one of its priorities, within the LGDP, environmental management. The aim is to:

- Raise the importance of decision making affecting the environment at the local level.
- Provide LG with a capacity to pursue ESD issues.

It should be noted however, that LGDP is not for ongoing or long term funding. It is instead for providing 'seed' funding to allow LG to undertake activities which may not necessarily be regarded as core business and their own resources could not support undertaking the particular activity at this time.

Examples of projects supported at the local level through LGDP are:

- Environmental accounting at the local level. This project is currently under way and involves the development of an environmental accounting standard for local governments. ABS have a significant role in this project in the development of the standard and the collection of data. An international conference is to be held on the Gold Coast in April 1999 to further this issue.
- Production of a guide for LG to develop Environmental Management **Systems**.

- Assisting regions of councils to undertake State of the Environment reporting required by some State legislation.
- Production of the Australian Model Code for Residential Development. (AMCORD) which incorporates the need for effective decision making within building and urban design. AMCORD is a resource document the philosophies of which have been incorporated into State and Territory planning and development codes.

It should be noted however that the current LGDP is due to finish as at 30 June 1999.

4. Incorporating ESD principles into Government Decision making.

NOLG does not make policy which impacts on ESD. Instead, as stated above, provides LG with the capacity to pursue certain ESD outcomes.

Norfolk Island

The following information should be brought to the attention of the Productivity Commission:

- Norfolk Island is constitutionally equivalent to the ACT and Northern Territory in terms of self-government and possesses greater powers in relation to issues like immigration and customs.

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- The Norfolk Island Government is not a signatory to the Intergovernmental Agreement on the Environment and, as such, is not covered by the principles of the Agreement.
- The Norfolk Island Government is not a member of any ministerial councils dealing with environmental issues.
- It is yet to be established whether Commonwealth heritage legislation applies to the Norfolk Island Government as a creation of the Commonwealth Government.

Jervis Bay Territory

Over 82% of the land area of the Jervis Bay Territory constitutes the Booderee National Park which is subject to joint management by Parks Australia and the Wreck Bay Aboriginal Community Council. The remaining land area is made up of Aboriginal land, Defence land, a small number of Crown leases and the Jervis Bay village of twenty six houses. Environmental protection is the role of Parks Australia

whilst the Territories Office ensures compliance with all environmental regulations concerning activities in the small area of unleased Commonwealth land.

Indian Ocean Territories

Information in relation to the Indian Ocean Territories (IOTs) was forwarded to you earlier, in response to the questionnaire. The information covered both the questionnaire and the issues paper in relation to the IOTs.